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ranges which border the Pacific coast of America, are joined on the northwest by the group of the Alaskides, while the Rocky mountain system is continued northward and reaches the Arctic Ocean north of Bering Strait as the Arctic branch of the Alaskides.

Passing thus from one feature of the earth's surface to another—true mountains, plateaus, valleys, ocean basins, volcanoes, islands—Suess by his marvelous and masterly marshaling of facts, bears the reader along irresistibly, until he almost sees the advance of one wave of mountain-making after another across the continents and oceans with all the attendant phenomena. The book is a perfect treasure house of collated observations and countless references.

One of the most interesting, illuminating and suggestive chapters is that devoted to "The Moon. Hypotheses. Retrospect." One of the important conclusions is negative, and is that the theory of isostacy is based upon inadequate observations. The more exact measurements of recent years lead to a grave doubt of the truth of there being a deficit in gravity beneath the mountains. A great service to science is the emphasis laid throughout the work upon the idea that the ocean, as well as the land, has varied in elevation, that is, in the distance of its surface from the center of the globe. Hence, Suess does not speak of subsidence and elevation of the land, but of positive and negative movements in the strand line, leaving the mind of the reader free from preconceived notions in the consideration of the phenomena under discussion.

As in the previous volumes of the series, the English translation follows the German idioms too closely for pureness of style, and sometimes even for lucidity of expression. Some new words are introduced which cannot be complained of, but the frequent use of established English words in new senses, and the transfer of German words almost bodily into English, are to be deprecated. Some carelessness in abbreviation of names of societies and publications may lead to trouble in finding references; for instance, we find the publication of the Geological Society of America constantly cited as Bull. Am. Geol. Soc., and the Bulletin of the American Museum of Natural History, called Am. Mus. N. Y. These, however, are minor matters, and the English-speaking world is far the richer, in a geological and geographical sense, through being able now to read Suess in its own tongue. E. O. HOVEY.

The Age of Mammals in Europe, Asia and North America. By Henry Fairfield Osborn. xvii and 635 pp., maps and illustrations, appendix and index. The Macmillan Company, New York, 1910. $4.50.

This volume of 650 pages and over 200 illustrations brings together in compact form the results of many years of work by the author and his co-workers in the American Museum of Natural History in New York. No museum of the world has a wealth of material in Vertebrate Paleontology equal to that of the American Museum and upon this material, largely collected and prepared under his own direction, the author has drawn for the substance of his book. It is in the best sense a source book, for it gives at first hand, from the original material, the ideas of an acknowledged master in mammalian paleontology. Moreover, the text is the amplification of material prepared for lectures and tried out before students, so that it has the clarity and directness of style so welcome, and rare, in such a work.

The time has long passed when any man can call himself master of all phases of even such a seemingly narrow branch of science as Vertebrate Paleontology, and those who are interested in other lines than that of the mammals will find great help and comfort in this successful effort to bring within reasonable compass the results of the latest work upon the mammals.

Abundant faunal lists and carefully prepared maps illustrate the facts of faunal migrations and the effect of changing climate and surface upon the development of the mammals from the earliest Tertiary to the Recent. Perhaps nowhere else have the ideas of Tertiary paleogeography and its effects on the interchange of faunas between the continents been so clearly brought out.

By no means the least attractive feature of the book, especially to those who are not familiar with the scattered literature of the subject, are the illustrations of the reconstructed skeletons and the restorations in the flesh of the extinct forms. The skilful work of the artist does not convey an idea of how much work and thought have been expended in the preparation of the restoration from fragmentary material. It is a source of regret that the half-tone plates do not do justice to the beauty of the original drawings or to the mounted skeletons.

One of the questions most frequently asked the collector and describer of vertebrate fossils is—"How do you find the things?" This is as well answered as anyone could by the numerous illustrations of the various camps occupied by the parties from the American Museum which show the character of the country in which the specimens are found.

Not the least valuable part of the book is the very complete classification of the Mammalia, recent and extinct, which occupies nearly fifty pages of the book and is largely the work of Drs. Gregory and Matthew of the American Museum. No less valuable is the bibliography of nearly forty pages.

In a work so comprehensive and full of detail it is always possible for some parts to be less satisfactory than others, and students of Pleistocene geology will hardly be content with the description of the glacial and interglacial stages on pages 442-445. The whole volume is handsome in appearance and readily handled. It is safe to say that the book will find its main usefulness among students of zoology and geology. It is not "science which reads like a novel" to attract even the serious leisure of a general reader, but it will remain for long a most valuable book for workers in Paleontology and related subjects.

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The Clipper Ship Era. An Epitome of Famous American and British Clipper Ships, Their Owners, Builders, Commanders and Crews, 1843-1869. By Arthur H. Clark. xii and 404 pp., illustrations and index. G. P. Putnam's Sons, New York, 1910. $2.

A very interesting, descriptive volume dealing with the period of America's supremacy on the high seas from 1843 to 1869, when year after year the great ship owners endeavored to beat their own records in quick and profitable long sea voyages. First developed in reference to the China tea trade, the scene of greatest activity rapidly shifted first to the New York-California route after the discovery of gold in 1849, then later to the Australian route after the decline in California trade, and ended in 1869, with the opening of the Suez Canal, by which time steam had been made to outdo the wind as a motive power for freight vessels.

The author makes much use of technical terms like mizentopgallant masts, maintopsail yards, royalstuddingsails and other names once familiar to every